THE QUESTION OF THE TERMINUS

OF THE BRANCH OF THE

PACIFIC RAILWAY

ON

NORTH SHORE OF LAKE SUPERIOR,

SHEWING THE ADVANTAGE OF THUNDER BAY OVER NEPIGON BAY OR ANY OTHER POINT.

OTTAWA:
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To the Members of Parliament of the Dominion of Canada.

The undersigned having been requested by the Council of the Municipality of Shuniah, Thunder Bay, to bring to the notice of the Canadian Government the advantages of Thunder Bay as the natural terminus on Lake Superior of the Fort Garry branch of the Canadian Pacific Railway, beg respectfully to submit that among the numerous points in its favor, the first is, that the link will be shorter on the whole distance to Fort Garry, besides offering less engineering difficulties; secondly, this line would be the means of opening up an immense tract of good farming country, a portion of which has lately been placed as free grant lands by the Ontario Government. This line would also supply an essential requisite, which could scarcely be otherwise supplied for years, in opening up and developing the vast mineral resources lying west of Thunder Bay: thirdly, Thunder Bay as a harbor is highly favored, being very deep, free from reefs, wide at its entrance and surrounded by prominent landmarks, while Nepigon Bay is shoally in places with long narrow channels, so that vessels would require to be towed in, and the great prevalence of fog which renders navigation dangerous and uncertain: fourth, the difference in the opening and closing of the two bays makes a difference in favor of Thunder Bay of nearly six weeks, which would be of great importance to the trade of Manitoba and North West.

The affidavits and statements, copies of which are hereunto appended, are from parties well known to us as reliable men, who are old residents of the North Shore of Lake Superior—a perusal of which will, we trust, satisfy every candid person of the superior advantages of Thunder Bay over Nepigon Bay, or any other point on the North Shore, as the only proper and natural terminus of the said Railway:

E. B. Borron, M.P., Algoma,
Adam Oliver, M.P.P.
Peter J. Brown, Reeve Shuniah.
Thomas Marks, Thunder Bay.
Peter McKellar, Fort William.

COPY OF PETITION PRESENTED TO PARLIAMENT.

To the Honourable the House of Commons of the Dominion of Canada:

The petition of the Municipality of Shuniah in behalf of the inhabitants of the District of Thunder Bay.

HUMBLY SHEWETH

That your petitioners have lately been informed that Nepigon Bay is looked upon with favor as the terminus of the Canada Pacific Railway on Lake Superior.

That an attempt has been made to place evidence before Your Honourable House by a few parties who have taken up large tracts of land in and about Nepigon for speculative purposes, tending to prove that Nepigon Bay is the most favorable point on Lake Superior for the terminus of the said railway.

That the evidence in favour of Thunder Bay as the most advantageous point for the terminus of the said railway which from time to time has been forwarded through the Member for this District, has not, as it appears to your petitioners, been placed before Your Honourable House.

That Nepigon Bay cannot in any one point claim the advantage, either as a terminus for a railway or a harbour for vessels, owing to the dangers of navigation in consequence of the numerous islands, reefs and shoals in and about the said bay, the early formation of ice and the late date of its breaking up in Spring, and the prevalence of fogs in the latter, which is hereby verified by the affidavits attached, viz: Deschamps, a resident for twenty years in Nepigon Bay; Clarke, a resident for ten years; Lambert, sailing master of the Hudson Bay schooner for twenty years; also the statements of Fathers Chone and Durouque, Roman Catholic missionaries in this district for over a period of twenty years, which are also further substantiated by affidavits of surveyors, explorers, and other old residents of this district.

That the country through which the railway would pass from Nepigon, is neither agricultural nor rich in minerals, but rocky and mountainous, and in view of a railway from that point, there is no road to the interior for the purpose of conveying the plant and provisions necessary in carrying on such an important work.

Whereas Thunder Bay can, in every particular, claim to be the most advantageous point for the terminus of the Canada Pacific Railway on Lake Superior, having a Bay sufficiently land-locked, forming one of the best natural harbours on the Continent, and which is free from all obstructions to navigation, such as shoals, rocks and sunken reefs, so that both sailing vessels and steamers can approach in safety, both day and night, any of the settlements on the said Bay: that the Harbour is free from ice six weeks later and from two to three weeks earlier than Nepigon, as from the evidence of the Hudson Bay journal embracing a period of nineteen years, and other affidavits attached, Thunder Bay opens on an average on the sixth of May, and closes on the thirtieth December.

That the proposed line of Railway from Thunder Bay would pass through the fine agricultural valleys of the Kaministiquia, Matawan, Sunshine and Raining rivers, and also through the Gold-fields of the Shebandowan and height of Land, in fact, through the whole rich mineral region of the North-West, so that it would be a great assistance in the direct development of that Country. Miners in the interior would have an outlet for their products as well as the means of supplying themselves with the necessaries needed in opening and working them to advantage.

That along the proposed Railway Route from Thunder Bay, the established road and water communication of the Dawson Route, would greatly add to the cheap construction of the Railway, as the line would run parallel with it, and by its aid could be commenced in several sections simultaneously, provisions, plant &c., deposited at them; thus overcoming the great difficulties of building a railway through an unsettled country, and of necessity shortening the time of construction.

That Thunder Bay is open longer than any harbour on the South shore which connects with the Railway System of the United States, thereby insuring the longer period of communication during the season with that system which could be obtained by steamer or vessel, and therefore could be maintained long after Nepigon and the Sault St. Marie had closed.

That there is already at Thunder Bay the nucleus of a large city; the inhabitants now numbering upwards of four thousand.

Your petitioners would pray your Honourable House to take the above into consideration and make such other inquiries as may seem to you meet and proper before deciding upon any point as the Terminus of the Canada Pacific Railway on Lake Superior,

And your Petitioners will as in duty bound ever pray.

[Signed] PETER J. BROWN, Reeve.

[Signed] JOHN McKELLAR, Deputy Reeve.

By Order of the Council,

[Signed]

ROBERT MAITLAND, Clerk.

COPY OF LETTER FROM CAPT. TRIPP, OF THE STEAMER "ONTARIO."

TORONTO, March, 1874.

DEAR SIR,

With reference to the best place to have the Terminus of the Fort Garry and Lake Superior Branch of the Canadian Pacific Railway, I have been informed that the Government contemplate making Red Rock the Terminus; but my experience of Lake Superior navigation leads me to think, and I may safely say and know that a more unsuitable place could hardly be found on the above lake. It is at least two weeks earlier in opening and one month later in closing than Thunder Bay is, and I cannot see how Red Rock could be chosen in preference. Thunder Bay can be entered at all times, day or night, with either steam or sailing vessels: but it would cost the Government an enormous sum of money to make Nepegon Bay, so that it could be navigable by steamboats at all times while open, as it would require at least eight Lighthouses, and as many Fog Bells, besides a large number of Beacons and Buoys.

In the next place it would be necessary to have a large Tug employed to tow the sailing vessels up the Bay, and in the next place it is impossible to get into the outer entrance of Nepigon Bay more than three times out of five, owing to the dense fog that prevail in the Bay and vicinity and owing to the shallowness of the Bay, and by being surrounded by high mountains, and at best it is a piece of dangerous navigation, while Thunder Bay is free from shoals and is deep enough to be used by the largest vessels that will ever sail on the Lakes, and is one of the best harbours on the Lake.

I have never been obliged to lay outside of Thunder Bay but twice on account of fogs, and by putting a Lighthouse on Thunder Cape with Fog Bell attached, it could always be entered with the greatest of safety. The entrance is wide, and sailing vessels can go in and out without the assistance of Tugs, and the mouth of the Kammisqua River is capable of holding the largest fleet that sails on the lakes, and with a very small outlay can be made a very fine harbour, and according to my experience of eighteen years sailing it is the best harbour on Lake Superior. In fact if I were compelled to call at Red Rock or Nepigon as it is called, every trip, I should leave the Lake altogether. I have frequently laid outside Nepigon Bay for from eight to forty hours waiting for fog to clear off, and then go by without calling at all on the trip. In fact it is one of the worst places for fog that I know of, and should be sorry to see the Government choose Nepigon as the outlet of our North West Territory, as it would debar all sailing vessels from a share of the carrying trade. Any further information will be cheerfully given,

Yours, &c.,

(Signed,) BEN. TRIPP.

COPY OF LETTER FROM CAPT. JAMES B. SYMES, OF THE STEAMER MANITOBA.

SARNIA, 9th April, 1874.

DEAR SIR;

I enclose you copy of letter sent Hon. Mr. Mackenzie and I cannot say further, than that Thunder Bay is easier of access both at night and foggy weather than Nepigon Bay. Thunder Bay having a wider entrance and deeper water, and one lighthouse and fog bell, would make it perfectly safe at all times, whereas Nepigon Bay would require several lighthouses to make it safe, as the channels are narrow and the waters not so deep—as regards the Kaminisqua River and Nepigon River there is no comparison with regard to room, as the one is navigable for nearly fourteen miles, and the other (Nepigon River) is only navigable for about two miles, on the Kaminishqua River the banks are high and docks can be constructed any where along the river, Nepigon River is marshy and it would be troublesome to build docks.

Yours, &c.,

(Signed, JAS. B. SYMES.

EXTRACTS from the Hon. Hudson Bay's Company's Journals from the years 1837 to 1873; showing the opening and closing of navigation Thunder Bay, Lake Superior.

Opening.		Closing.	
1837	May 4.	1838	December 28.
1841	May 19.	1840	December 31.
1842	April 26.	1841	January 2.
1843	May 6.	1842	December 30.
1859	May 5.	1859	December 27.
1866	May 6.	1860	December 25.
1861	May 10.	1871	December 30.
1862	May 14.	1862	December 30.

Opening.		Closing.	
1863	April 29.	1863	January 3
1864	May 12.	1864	December 26.
1865	May 17.	1865	December 24.
1866	May 10.	1866	December 29.
1867	May 3.	1867	December 31.
1868	May 12	1868	December 26.
1869	May 6.	1869	January 4.
1870	May 10	1870	December 26.
1871	April 26.	1871	December 30.
1872	May 6.	1872	December 29.
1873	May 14.	1874	January 10.

I certify this to be a correct copy of the extracts from the Hon. Hudson Bay Company's Journal.

JOHN McINTYRE.

PRINCE ARTHUR'S LANDING,
DISTRICT OF THUNDER BAY,
To Wit:

I, John McLaurin, of the Village of Fort William, in the District of Thunder Bay, Sailor and Fur Trader, make oath and say as follows:—

1st. That I have lived on the shores of Lake Superior for the last twenty years, and on the North Shore of Lake Superior for the last fourteen years, and am well acquainted with the different bays in said Lake Superior.

2nd. That Nepigon Bay does not open in the spring until fifteen or twenty days after Thunder Bay, and the Channel at Nepigon Bay is very dangerous; I have, when running the Tug *Watchman* last year, thrown the lead and supposed I was in deep water, and found the depth of water fifteen feet where I supposed we could not find bottom.

3rd. The waters at Nepigon Bay are very shallow, and not as fit for the construction of a harbour as Thunder Bay. That I have no property at Prince Arthur's Landing, have some town property consisting of five acres on the River Kaministiquia, and have an interest in five thousand acres of mineral property below and near Nepigon Bay, but in the public interest I have, at the request of my friends at Fort William and Prince Arthur's Landing, made this affidavit.

4th. That last spring I left Prince Arthur's Landing on the fifteenth day of May, after the arrival of the third steamer from Collingwood and Sarnia, and went to Nepigon Bay and found it closed up as in winter, the ice being at least eighteen inches thick and to reach the *Pic*, I was obliged to run outside the Island of St. Ignace.

JOHN McLAURIN,
Capt. Tug *Watchman*.

Sworn before me at Prince Arthur's Landing this 19th day of March, A. D. 1874.

D. M. BLACKWOOD,
Com. N. B. R. &c.

PRINCE ARTHUR'S LANDING,
DISTRICT OF THUNDER BAY,
To Wit:

I, Warrington Pritchard, of the Village of Fort William, District of Thunder Bay, Sailor, make oath and say as follows:

1st. That I lived on the south end of the Island of St. Ignace for two

years, and have been sailing on the waters of Lake Superior every season for the last fourteen years, and am well acquainted with the North Shore of Lake Superior and with Nepigon Bay and all the Bays on the said North Shore of Lake Superior.

2nd. That said Island of St. Ignace is on the south side of Nepigon Bay.

3rd. That Thunder Bay generally opens about the tenth or fifteenth day of the month of May, and sometimes earlier, but never later than the 15th day of May, and is a first class natural harbour.

4th. That Black Bay opens later by ten or twelve days every year than Thunder Bay, and the erection of a wharf at Black Bay would be attended with great expense, as the waters are very shallow for a long way from the land in the places where a wharf could be built, and in many places near the shore there are reefs running out for some distance from the shore.

5th. That Nepigon does not open for twelve or fifteen days after Thunder Bay opens every year, and the channel running into the Bay on the north east side thereof is very crooked and dangerous, and sailing vessels would have great difficulty in tacking through said channel on account of the crookedness thereof and the shallowness of the water in many places, and the reefs therein, and would in the majority of cases have to be towed for a distance of twenty miles in order to get into the river.

6th. That in the year 1872 I was owner of half of the tug *M. J. Mills*, and was chartered to take a Mr. Scott, a Provincial Land Surveyor, and another gentleman with him from Prince Arthur's Landing to Nepigon Bay for the purpose of surveying some lands on Nepigon River, where it was then supposed the railroad was to start from, and the said Scott landed at Prince Arthur's Landing on the 15th day of May, in said year, 1872.

7th. That after the arrival at Fort William of the third boat of that season from Collingwood, we sailed from Fort William for Nepigon Bay, and upon our arrival at Nepigon Bay two days afterwards we found the bay full of ice as in the depth of winter, the ice being perfectly solid and of the thickness of from a foot to eighteen inches. After laying there two days we run about sixty miles around to the north east side of the bay and landed Mr. Scott and the other gentleman at night on the north east shore of said Nepigon Bay, and for getting him in that night he paid me ten dollars *extra*, and I was informed that was the first day the ice had moved that season from the north east side of Nepigon Bay, by one McKay, who was working at the place in the employ of the Hudson Bay Company, and this was on or about the first of June or later.

8th. That for the two years I lived at St. Ignace, viz., 1862 and 1863, Nepigon Bay did not open until about 1st June.

9th. That in the year 1865, in passing down we had to go outside all the islands, as Nepigon Bay was still full of ice. This was on 27th May of said year.

10th. That in the spring of 1873, 15th May, we left here for the Pic, at which time the third steamer from Collingwood had arrived at Thunder Bay, and in passing Nepigon Bay found that it was still frozen up.

W. PRITCHARD.

Sworn before me at Prince Arthur's Landing, on this the 19th day of March, A.D., 1874.

D. M. BLACKWOOD,
Com. in B. R., &c.

PRINCE ARTHUR'S LANDING,
DISTRICT OF THUNDER BAY,
To Wit:

I, James McKay, of the Village of Prince Arthur's Landing, in the District of Thunder Bay, Sailor, make oath and say as follows:—

1st. That I am well acquainted with the North Shore of Lake Superior, having sailed thereon for several years, and am also well acquainted with the waters and country about Sault Ste. Marie, having formerly lived there and having been born at Sault Ste. Marie.

2nd. That I resided at Nepigon in the years 1871 and 1872, and was stationed there for two years, in the employ of the Hon. Hudson Bay Company.

3rd. That said Nepigon Bay is never open earlier than the first day of June, and very seldom then, it being generally the seventh or eighth of June before said Nepigon Bay is sufficiently open and free of ice to admit a steamer or sailing vessel.

4th. That the waters of said Bay are very shallow for a long distance from shore, and the North East Channel of said Bay is very crooked, and dangerous, particularly for sailing vessels, as it is almost impossible to tack there, and there are several reefs therein.

5th. That I was working at Nepigon Bay, in the eighth of June 1872, when one Capt. Prichard came there with Mr. Scott, Provincial Land Surveyor, and at that time the ice was quite solid on said Bay, and the said eighth of June was the first day that season that the ice in said Nepigon Bay was moved at all, and that was owing to a heavy wind from the North East on that day.

6th. That the waters in said Nepigon Bay are frozen over much sooner in the fall than in Thunder Bay, at least two weeks, and I think three weeks sooner than in Thunder Bay.

7th. I further make oath, and say that I have heard that it was stated that Nepigon Bay was open every season as soon as the Sault Ste. Marie Canal, and this I state positively to be untrue, the said Canal opens not later than the tenth day of May, and I state positively that said Nepigon Bay does not open until the first of June, and as before stated by me, seldom then, it being generally the seventh or eighth of June before said Nepigon Bay is open.

(Signed), JAMES McKAY.

Sworn by me at Prince Arthur's Landing, District of Thunder Bay, this 18th day of March, A. D. 1874.

(Signed), D. M. BLACKWOOD,
Commissioner &c.

DISTRICT OF THUNDER BAY,
To Wit:

I, William Sillam Gibbons, of Prince Arthur's Landing, District of Thunder Bay, Province of Ontario, Explorer, make oath and say as follows:—

1st. That I have lived three years and a half on the North Shore of Lake Superior; the greater part of that time I have coasted between Pigeon River and Otter Head, and am well acquainted with that coast.

2nd. That I have frequently visited Nepigon Bay and every other harbor on the North Shore between the above mentioned places.

3rd. That Nepigon Bay closes in the fall from three weeks to a month earlier than Thunder Bay, and remains closed by ice from two to three weeks longer than Thunder Bay in the spring of the year.

4th. That the entrances to Nepigon Bay are very dangerous; that I have run aground in broad daylight in a small boat on a flat rock sunken about

12 inches below water mark, in the western channel, situated in the centre; that there are many reefs and shoals in said Nipegon Bay, and that it is almost impossible for sailing vessels to navigate without being towed.

5th. That Thunder Bay has a fine entrance; that there are no reefs or shoals or any impediment whatever to navigation, and that the harbor is one of the best on the North Shore of Lake Superior, so far as I have travelled, for large vessels and steamers of heavy draught.

W. P. GIBBINS.

Sworn before me at P. A. Landing, District of Thunder Bay, this 24th day of March, A.D., 1874.

D. M. BLACKWOOD.

THUNDER BAY DISTRICT, }
To Wit: }

I, James Hayes, of the Village of Prince Arthur's Landing, District of Thunder Bay, Province of Ontario, Fisherman, make oath and say as follows:

1st. That I have lived for the last six years on the North Shore of Lake Superior; two years of that time I passed at St. Ignace Island, which is situated at the mouth of Nipegon Bay; two years at Michiporoton Island, and the remaining two years at Thunder Bay.

2nd. That Nipegon Bay during my stay in St. Ignace Island was never open in the spring to allow either the first or second steamers from Collingwood to enter.

3rd. That the entrance to Nipegon Bay is very dangerous, being rocky, with many shoals, and foggy weather prevails at and about Nipegon Bay for the greater part of the season of navigation, rendering the approach dangerous and often impracticable.

4th. That I have known the steamer *Algoma* to be detained at St. Ignace harbor on account of fogs on several occasions waiting to enter Nipegon Bay; that the channel in Nipegon River is narrow and shoaly with a swift current, and except in clear weather almost impracticable to navigate, entirely so for sailing vessels even in clear weather, without being towed.

5th. That Thunder Bay is perfectly free from shoals, with good anchorage, and it is free from rocks and all other obstructions to navigation. The entrance to Thunder Bay is large and easy of access, that navigation is at least six weeks longer during the season than Nipegon Bay.

JAMES HAYES.

Sworn before me at P. A. Landing, District of Thunder Bay, on the 23rd day of March, A.D., 1874.

D. M. BLAOKWOOD,
Com. B. R., &c.

FORT WILLIAM,
DISTRICT OF THUNDER BAY,
Province of Ontario,
To Wit:

I, Michel le Collin, of Fort William, in the District of Thunder Bay, canoe builder, make oath and say as follows:

1st. I have lived at Fort William for seventy-five years, and am a builder of canoes to the hon. Hudson's Bay Company.

2nd. I have never known Nipegon Bay to open sooner than fifteen days after Thunder Bay, and have often found Nipegon Bay closed with ice on the first day of June.

3rd. Nipegon Bay freezes about one month earlier than Thunder Bay.

4th. I have started repeatedly from Thunder Bay with the mail packet, when Thunder Bay had been open for some days, and proceeded to Nipegon Bay, and been compelled to return on account of the ice in Nipegon Bay, and have on my arrival at Fort William taken another supply of provisions and proceeded to Nipegon Bay, and found even then the ice floating in the Bay.

(Signed), MICHELLE COLLIN.

Sworn before me at Fort William, District of Thunder Bay, on this the 24th day of March, A.D., 1874.

I John McIntyre, of Fort William, and of the hon. Hudson's Bay Company, certify, that I know and am personally known to the above deponent, Michelle Collin since the year 1841. I have read the above affidavit over to him. I know the said deponent to be a truthful and honest man, and his statements to be correct and reliable.

(Signed), JOHN McINTYRE.

PRINCE ARTHUR'S LANDING,
DISTRICT THUNDER BAY,
To Wit:

I, James McCallum, of the Village of Prince Arthur's Landing, District of Thunder Bay, Province of Ontario, Provincial Land Surveyor, make oath and say as follows:

1st. That I was on an exploring survey north of Lake Nipegon during the latter part of the winter 1872-3.

2nd. That I returned to Nipegon Bay before the 25th of April, A.D., 1873.

3rd. That my work being completed, and being anxious to reach Thunder Bay as soon as possible, I examined the ice in Nipegon Bay daily, and up to the 23rd of May, 1873, the bay was completely blocked with solid ice, and I could not even leave with a canoe.

4th. Some parts of Nipegon River owing to the rapid current did not freeze over, but the river up as far as the Hudson's Bay Co.'s post opens a few days earlier than Nipegon Bay, but there is no possibility of a boat entering the mouth of the river before the bay is clear of ice, which is unusually late (much later than other harbors on the north side of Lake Superior) owing to the very narrow outlet to the bay, there being numerous islands in the entrance consequently the ice is held there.

5th. I proceeded at the earliest possible moment by canoe from Nipegon Bay to Thunder Bay, and found on arriving (two days after the day of departure) that Thunder Bay was completely free from ice. I arrived at 1 o'clock p.m. on the 26th of May, 1873, and found that Collingwood and Sarnia steamers had been in and returned, and the Chicora arrived next day, being the second trip for the season.

6th. The above information is taken from my diary, which I swear to be true and correct.

7th. I have seen the channel of the Nipegon River from the mouth to the Hudson's Bay post marked out by buoys, as it is very intricate and crooked, with several shoals on which steamers have grounded.

8th. I have been on the *Chicora* when the master refused to enter Nipegon River, and landed divisions K and L of the Canada Pacific Survey Party by small boats.

(Signed), JAMES McCALLUM, Jr.,
P. L. Surveyor.

Sworn before me at Prince Arthur's Landing, District of Thunder Bay, on this the 19th day of March, A.D., 1874.

(Signed), D. M. BLACKWOOD.

DISTRICT OF THUNDER BAY,
PROVINCE OF ONTARIO,
To Wit:

I, Thomas Andrew, Paten Towers, of the Village of Prince Arthur's Landing, in the District of Thunder Bay, Gentleman, make oath and say as follows:

1st. That I resided at Sault Ste. Marie, in the District of Algoma, Province aforesaid, for the period of nine years, having left there in the year, A.D., 1870.

2nd. That the average op ning for that time of the Sault Ste. Marie Canal was the first day of May, and I have seen American steamers locked through said canal on the 26th day of April.

(Signed), THOMAS A. P. TOWERS.

Sworn before me at Prince Arthur's Landing, District of Thunder Bay, on the 25th day of March, A.D., 1874.

D. M. BLACKWOOD,
Commissioner, &c.

DISTRICT OF THUNDER BAY,
PROVINCE OF ONTARIO,
To Wit:

I, Peter Deschamp, of Red Rock, on the Nepigon River, in the District of Algoma, Province of Ontario, trader, make oath and say as follows:

1st. That I have lived the last 20 years on the Nipegon River, and now reside there.

2nd. That I have every year during that period passed to and from Thunder Bay, and am thoroughly acquainted with the navigation of both Nipegon and Thunder Bay.

3rd. That I have with Tousaint Boucher and John Christie left Thunder Bay in a canoe in the autumn, and on reaching Black Bay were obliged to leave our canoes and proceed on foot by ice, it being then thick, and on our arrival at Nepigon Bay found it also frozen up and the ice thick, so much so that the Indians were fishing through holes in it. We returned to Thunder Bay some days after and found it still open.

4th. That I state positively that Thunder Bay is each year open from two to three weeks earlier than Nepigon Bay, and does not close for a month after Nipegon Bay.

5th. That the entrance to Nipegon Bay is very intricate and surrounded by many rocks and sunken reefs. The waters in the bay are very shallow in many places, and there are many shoals therein, so that it is impossible for any sailing vessel to enter in safety without being ground.

6th. That I have seen steamers repeatedly aground in the bay and in the mouth of the river.

7th. That Nipegon river is also very shallow and not navigable for any but very small boats.

8th. Thunder Bay has a good wide entrance free from any obstructions, that the water is deep, and that it is a good natural harbor, the best on the North Shore of Lake Superior.

9th. That I have seen each of the steamers *Chi ora*, *Algoma*, *Cumberland*, *City of Montreal* and *Manitoba* aground in Nipegon Bay.

10th. I have seen the Indians on many occasions start on the ice in Nipegon Bay drawing their canoes on sleighs, and haul them in this way till they reached Thunder Bay where they would launch their canoes.

(Signed), PETER DECHAMP.

Sworn before me at Prince Arthur's Landing, District of Thunder Bay, on this the 25th day of March, A.D., 1874.

(Signed), D. M. BLACKWOOD.

DISTRICT OF THUNDER BAY,
PROVINCE OF ONTARIO,
To Wit:

I, John McKellar, of the Village of Fort William, District of Thunder Bay, Gentleman, make oath and say :—

1st. That I have lived in the District of Thunder Bay for the last ten years, and passed the greater portion of that time in exploring the country from Pigeon River to the Pic River, and through the Gold Fields beyond the "*H*eight of Land."

2nd. I am well acquainted with the navigation of the different bays, rivers and harbours between Pigeon River and the Pic River, more particularly Thunder Bay and Nepigon Bay.

3rd. I find that the season of navigation in Nepigon and Black Bays is shorter than that of Thunder Bay by from four to six weeks.

4th. In the year 1867 Thunder Bay was open for navigation on the 3rd day of May, on the 18th of the same month I left Thunder Bay in a canoe, and camped that night on Thunder Cape, proceeded next day to Black Bay, on my arrival there I found it frozen over, I was obliged to leave my canoe, and proceed on foot to my destination North of Black Bay; I returned to Black Bay on the 24th of the same month and found the ice had just left. From the mountain on this occasion, I found the ice still in Nepigon Bay.

5th. During a greater part of the years 1864-5 I was at Black Bay, and was there informed that Nepigon and Black Bay are from two to three weeks later in opening in the spring than Thunder Bay.

6th. That in the later part of April 1870 I went to Currant River in a small boat, at which time there was no ice on Thunder Bay, on the first of May I went to McKellars Island, passed Pie Island on my way and could see no ice in the Lake or about the entrance to Thunder Bay Harbour.

(Signed), JOHN McKELLAR.

Sworn before me at Prince Arthur's Landing, District of Thunder Bay, this 26th day of March, 1874.

D. M. BLACKWOOD.

FORT WILLIAM MISSION,
DISTRICT OF THUNDER BAY,
To Wit:

I, Michel Lambert, of Fort William, District of Thunder Bay, Province of Ontario, Sailing Master, make oath and say as follows:

1st. I have lived for the last thirty-five years on the North Shore of Lake Superior. I came from Sault Ste. Marie, where I had resided for two years previously. My first year on Lake Superior was spent on Nipegon Lake, the remaining thirty-four years at Fort William.

2nd. I have been sailing master of the hon. Hudson Bay Company's schooners for the last twenty years, coasting between Michipicotten, Pic, Nipegon Bay, Black Bay and Thunder Bay and the Kainimstiquia River.

3rd. I am thoroughly conversant with the navigation of the above named rivers and bays, and I swear positively that Thunder Bay is clear of ice from fifteen to twenty days earlier than Nipegon Bay in the spring of the year, never less than fifteen, and more often twenty or more days; and in the autumn both Nepigon and Black Bays are frozen up a month earlier than Thunder Bay.

4th. On an occasion in the spring of the year 1839, I left Nipegon Lake on or after the 20th day of June, and on arriving six days afterwards at Nepigon Bay I found it (Nepigon Bay) full of ice, and was detained there three days before the ice cleared sufficiently to allow us to proceed in our canoes.

5th. On another occasion I left Fort William in the early part of June with the schooner laden with goods for the Company's post at Red Rock, proceeded to Nipegon Bay. Thunder Bay had then been open about twenty days, and on my arrival at Nipegon Bay I found it filled with ice, and after remaining two days, not being able to gain an entrance, I was compelled to return to Fort William.

6th. Thunder Bay has a magnificent entrance easy of access, prominent land marks, contains no shoals or reefs, good anchorage, and is a safe natural harbor; whereas Nipegon Bay has very norrow entrances, is shallow, contains numerous reefs and shoals, and is on the whole a difficult bay to navigate, especially for sailing vessels, and to enter or get out of the mouth of the river (the channel of which is very intricate) vessels would require to be towed.

7th. The situation of Nipegon Bay is such that it is an impossibility for the wind to break up the ice until it has become thoroughly honey combed by the wind and heat of the sun; and the shallowness of the bay, together with its land-locked position, accounts for its early closing navigation in the autumn. Taking everything into consideration, Thunder Bay is by far the best harbor on the North Shore of Lake Superior.

(Signed), MICHEL LAMBERT.

Sworn before me at Fort William, District of Thunder Bay, this 20th day of March, A.D., 1874.

(Signed), D. M. BLACKWOOD,
Com., &c., &c.

PRINCE ARTHUR'S LANDING,
DISTRICT OF THUNDER BAY,
To Wit:

I, William Crow, of the Mission Village, on the Kaministiquia River, in the District of Thunder Bay, Province of Ontario, Chief of the Chippewa tribe of Indians, make oath and say as follows:—

1st. I am forty-five years of age, was born at Point Porphry, situated near entrance to Black Bay, and have passed nearly the whole of my life in the District of Thunder Bay.

2nd. That Thunder Bay in the spring of the year is open from two to three weeks earlier than Nepigon Bay.

3rd. That Nepigon Bay closes in the autumn fully three weeks earlier than Thunder Bay, thereby making the season of navigation from five to six weeks longer in Thunder Bay than in Nepigon Bay.

4th. That I have been at Nepigon Bay often, it contains many rocks, and is shallow. A great deal of foggy weather prevails there, often making it difficult for boats to find an entrance.

5th. Thunder Bay is a splendid harbour, and is free from shoals and rocks, and is easy of entrance in any weather.

(Signed), WILLIAM CROW.

Sworn before me at Prince Arthur's Landing, in the District of Thunder Bay, on this the 23rd day of March, A. D., 1874.

(Signed), D. M. BLACKWOOD.
Commissioner, &c.

DISTRICT OF THUNDER BAY,
To Wit:

I, William McAllister, of Silver Harbor, District of Thunder Bay, Province of Ontario, explorer, make oath and say as follows:

1st. I came to the North Shore of Lake Superior fourteen years ago, and

I have resided on and about the District of Thunder Bay the greater part of that period.

2nd. That my occupation necessarily caused me to visit often the various harbors on the north shore of the above mentioned lake, particularly those from Pigeon River to Nipegon Bay.

3rd. That I have found during the above period of years that the average opening for navigation of Thunder Bay was from the first day to the ninth day of May.

4th. On the various occasions in which I have visited Nipegon Bay in the autumn I have found it to be frozen and unfit for navigation on or before the tenth day of November. As to its opening I cannot speak from personal experience, but on one occasion statements made to me by Indians thoroughly acquainted with Nipegon Bay, caused me to change my route on account of the ice in it. While proceeding from Nipegon Lake to Thunder Bay I found the harbor at Thunder Bay entirely open, and free of ice, and a steamer from Collingwood lying there at anchor.

5th. I have never seen Thunder Bay frozen up before the latter part of December, which makes navigation therein at least six weeks longer than that of Nipegon Bay.

6th. I consider Thunder Bay the finest harbor on Lake Superior, being free from shoals or any other impediments to navigation, having magnificent entrances and easy of access in all weathers; whereas Nipegon Bay has narrow entrances difficult of access, contains many reefs and shoals, and is extremely difficult of navigation, several, both steamers and sailing vessels, having to my knowledge gone aground or otherwise damaged themselves therein.

(Signed), WM. McALLISTER.

Sworn before me at Prince Arthur's Landing, District of Thunder Bay, on this the 21st day of March, A.D., 1874.

D. M. BLACKWOOD,
Commissioner, &c., &c.

I hereby certify that the certificates and affidavits hereunto attached are true copies of the originals.

ROBERT MAITLAND,
Clerk Municipality of Shuniah.

The Advantages of Thunder Bay over Nepigon Bay for the Terminus of the Canadian Pacific Railway, on Lake Superior.

It is highly probable that the navigable waters of the great lakes (Superior and Huron) in connection with the portion of the C. P. R. R, extending westward from Lake Superior, shall be used entirely for transportation to and from Manitoba and the Nor.-West Territory; for many years, before the rest of the Railway extending from Lake Superior, eastward, towards Ottawa, is built; and even then, the great bulk of the commodities will pass over the former, as it will be the cheapest line. Therefore, the nearest available point on Lake Superior to Fort Garry, should be selected for the terminus of the branch; providing that in other respects its advantages equal those of any other.

Thunder Bay is undoubtedly that point, and its advantages, in every respect, with one exception, greatly exceed those of any other, or those of Nepigon Bay; it being the only other point advocated. The above exception is the only advantage that can be claimed for Nepigon, that is, that

by building the Nepigon line through to Red River, now, it may save the building of some miles of Railway in the future, when building the main line from the east, providing it can be carried to the south of Lake Nepigon, as the latter would join the Nepigon Line many miles to the east of where it would join the Thunder Bay branch. At the same time, by adopting the Nepigon Line, it would necessitate the building, presently, of some 20 or 30 miles more, than by taking the Thunder Bay Line; besides making the route between Lake Superior and the North-West, the same number of miles longer for all future time. Again, I believe that I am safe in stating that the Thunder Bay line, back to the Height of Land, is a much better line than any yet found from Nepigon Bay. I have been over the former, and know it to be very good for that country.

I understand that the Nepigon terminus is to be at the north end Lake Helen instead of on Nepigon Bay, as was formerly intended, in which case the channel of the river connecting this lake with the Bay will have to be cut deeper for some distance, as there is a bad rapid on it. But, surely, this small narrow lake, which is dead water at the north end, will not be suitable for the terminus of the Pacific Railway on the great lakes, as its water will freeze, in the fall, even earlier than that of rivers, or in the latter part of October, a year ago, last fall teams were crossing on the ice of the two rivers between Fort William and Prince Arthur's Landing, before the last Boat was in. It is well known that propellors can navigate Lake Superior all through November, and no doubt a good part of December, were there much traffic on the route, which there will be in time, as well as a connection by rail, at Sault Ste. Marie. I may also mention that the Silver Islet tug runs between the islet and the shore for the most part of January. I also understand that the two main lines, one to the south, the other to the north of Lake Nepigon, between two common points, some 200 miles apart, are about the same length. Now it is my impression that the south line traverses a much rougher country than the north line does; besides that, it has to descend from the Height of Land some six or seven hundred feet on the one side, and again ascend the same on the other. Therefore, it might be well to have a rough estimate made of the cost of constructing each of these lines and each of the branches, as it might shew that the Thunder Bay branch, and the north main line, could be built as cheaply as the Nepigon branch and the south main line, therefore giving us as short a main line, and a considerably shorter line from Lake Superior to the North West, to say nothing of the other advantages.

Local Advantages of the two Branches.

The country through which the Nepigon Branch passes, has been explored for many years, without discovering any valuable mineral deposits; and the main line from Neepigon westward to near Lake of the Woods, passes over old Laurentian gneiss, almost entirely, in which we expect to find no valuable mines; nor yet, are there any extensive pineries to be opened up by it, so that, locally, this route would be of no value, except in opening up isolated tracts of agricultural land, and even in this respect, the Tunder Bay line would be much more beneficial, as it passes through a much better agricultural country. Again, the Nepigon branch, for the most part, runs along near the shore of Nepigon Lake, a section requiring no assistance, as it will be connected by the navigable waters of the Lake to the main Railway Line, which touches at the north end.

On the other hand, the valuable tract of country, which would receive aid from the Thunder Bay branch, lies so far south of the main line, and without water counection, that it would not be benefitted by it in the least. This tract stretches from Thunder Bay, westward along the Boundary Line

towards Rainy Lake. It is occupied, for a great part, by broad belts of Huronian or semi-crystalline slates, which narrow down and disappear in going northwards on the Height of Land, owing, no doubt, to a transverse elevation, which brought the lower gneiss rocks to the surface to the north. These slates are traversed by beds of iron, and veins carrying gold, silver, lead, copper, &c. The gold and silver occur in paying quantities, and, also, the iron I believe, and very likely valuable lodes of the other metals will be found when the country is further explored. I speak not hypothetically upon this point, for I know from my own experience, that there are veins of the precious metals of great promise in these slates to the south-west of Lake Shebandowan, in the vicinity of Jackfish Lake; and to the west of Lac des Milles Lacs at Partridge Lake. But here, without railway communication with Lake Superior, it would require a mine of extraordinary richness to pay working; as it is 46 miles over a rough road to the nearest water of the chain of Lakes that penetrate this section. Heretofore explorers have been kept out by the Indians, but now that the treaty has has been made, we will soon find it an active field of operation, providing it comes under the same liberal mining policy as that of Ontario.

The Thunder Bay branch would be the means of opening up or bring within reach this extensive mining tract, as the line already run, which is considered a good one, crosses the Savan River within a few miles of Lac des Milles Lacs, and could easily be made to touch it. From this Lake there is water communication consisting of numerous lakes and streams, which penetrate the whole of the above mining tract, through which passes the Dawson Route, upon which are a number of small steamers now. Were this line built, a town would spring up on Mille Lacs immediately for the purpose of supplying the miner, &c.

Comparison of the open Navigation of Thunder and Nepigon Bays.

The Canadian Pacific Railway, is destined to be the principal inlet and outlet to the great Northwest, a country which is allowed to contain an area as large or larger than the whole of France of arable land, which for fertility is unsurpassed by any. Therefore, its points of termination on Lake Superior in regard to navigable and other qualifications should be thoroughly understood; so that in in its selection it could not, in after time, be pointed out as an unpardonable blunder; but such undoubtedly would be the result were Nepigon Bay selected for the terminus. Take last spring for example, we had the steamer *Manitoba*, in Thunder Bay, on the 12th of May, and the *Chicora* and *City of Montreal*, on the 14th. We have the written evidence of Mr. McCallum, P. L. Surveyor, taken from his diary, that the ice cleared out of Nepigon Bay on the 22nd of May; so that the steamers were they bound for Nepigon would have to wait eight or ten days, unable to discharge their freight or passengers unless they would land them on the islands outside, some 20 miles off. Now such would be the result every spring, only that the loss would be 10 or probably 100 fold greater, in a few years, after the railway has been in operation.

By an examination of Bayfield's Chart a person can see, by the position and structure of these Bays, that Neepigon Bay, being so shallow and nearly enclosed, [like an inland lake almost,] that it would freeze earlier in the fall and break up later in the sping, than Thunder Bay, which is deep, almost free from islands, and has a broad opening towards the main lake; so that its waters retain the summer temperature very late in the fall which accounts for the ice not attaining so great a thickness during the winter, as on Black and Neepigon Bays, leaving it in the spring more easily acted upon by the sun, wind and wave—again it lies 36 miles farther south than Nepigon Bay.

The people of Thunder Bay, knowing this to be the case, considered it their duty to inform the Government of that fact, which they did, last summer, by procuring information in the form of affidavits from the proper and only source—that is the Indians and the long-resident white inhabitants of the locality, and placing it in the possession of the Government then in power. These affidavits showed conclusively that Thunder Bay opened ten to fourteen days earlier in the spring, and closed a month or more later in the fall, than Nepigon Bay, while the Sault Canal opens on an average two to three days earlier than Thunder Bay, and closes later than Nepigon. Along with these were a list of the dates of the opening of Thunder Bay and Kaministiquia River for twenty years, as recorded in the journals of the H. B. Co. at Fort William, all of which were placed by myself in the hands of Hon. Mr. Langevin, Minister of Public Works.

After the change of Government, it was discovered that the new Ministery had no knowledge whatever of those documents, as it appears they had been lost. It is not necessary here to give in detail the substance of those affidavits, &c., as they have been re-procured, with a number of others, for the purpose of placing them in the possession of the present Government.

There is also a copy of the opening and closing of Thunder Bay from 1837 to 1873, from the H. B. Co. journals. The last fifteen years are given without a break, which gives the 29th of December, the average date of closing, and 7th of May, that of opening. It will be seen by a perusal of those ten or twelve affidavits that Nepigon Bay freezes over at least a month earlier in the fall, and opens ten to fifteen days later in the spring, than Thunder Bay; so that the former is utterly unfit for the principal seaport on Lake Superior, as the Sault Canal opens about the 5th of May on an average, and closes about the 1st of December.

Upon application to the officer in charge in reference to the Sault Ste. Marie Canal, we were informed that it always opens betwen the 1st and 10th of May, never later than the 10th, as yet. He premised to send us a list of the dates, but failed in doing so.

The following is a fair average of the opening and closing of the navigation of the Canal and those Bays, as near as I can find out, and I believe it to be about right:

Sault Canal opens 5th of May; closes 1st December; Thunder Bay opens on 7th of May; closes on the 29th December; Nepigon Bay opens on the 20th to the 22nd of May; closes on the 25th November.

The following points in favor of the Neepigon have been raised:

First. That, allowing that Thunder Bay opens earlier than Nepigon, that the latter opens as early as the Sault Canal. In reference to this; a perusal of the accompanying affidavits will satisfy any person, I think, as it is well known that the Canal opens about the beginning of May, that the above statement is without any foundation whatever; for the Canal open at leas two weeks earlier.

Second point. That the line from Thunder Bay will be longer than the one from Nepigon; as to that, by taking the portion between the main line and the Lake, it may or may not be longer, all will depend on where the main line will be located; but in either case, the Thunder Bay Line will be shorter on the whole distance to Fort Garry, as it strikes the Main line so much further west.

Third point. That Thunder Bay is too open for a harbour. In reference to which, I may say, that is the very cause of the early opening of the navigation; but it is only during severe storms that steamers or vessels would seffer any inconvenience along side of the good substantial dock of Prince Arthur's Landing, without the protection of a breakwater at all. Again the Kammistiquia River has been dredged and has range

lights on the shore, so that the largest steamers run in without trouble. This river for a harbour and the convenience of building elevators, warehouses, &c., can scarcely be excelled.

Other points worthy of notice are: First—That Fort William on Thunder Bay has always been the principal Post of the Hon. H. B. Co., on Lake Superior, as well as their chief outlet for the Northwest on the same lake. Even the Nepigon posts received their supplies from it until within the last two or three years.

Secondly. That Thunder Bay had been selected for its advantages, by the Government, for the terminus of the Red River or Dawson route on Lake Superior.

Thirdly. That the natural flow of people to the North Shore of Lake Superior, has been entirely to the vicinity of Thunder Bay, owing to its mining, agricultural, and other advantages; and now its population amounts to a thousand or more, while Nepigon Bay is destitute of any, save Indian traders

These facts of themselves should be sufficient to satisfy any reasonable person, of the natural superiority of Thunder Bay over any other point on the Lake, for being the principal outlet to the North West, as well as the chief seaport on Lake Superior.

In conclusion, I may state that we trust that the Government in its wisdom will see the superior advantages of Thunder Bay over Nepigon, as the line from it shews an easier grade, is shorter on the whole distance to Fort Garry, will open up a larger amount of agricultural lands, and by far the more extensive tract of mining country, besides having the advantage of six weeks more of open navigation during the year than the line from Neepigon Bay.

Again, Thunder Bay is more highly favoured for being a great seaport, on account of being free from shoals and surrounded by prominent landmarks, such as McKay's Mountain, Pie Island, and Thunder Cape, all of which can be seen and recognized at a great distance, unless in a thick fog; and even then steam or sail craft would be in little danger, as the entrance is broad and the Bay deep, while the navigation of Neepigon Bay is very dangerous, especially in the night, on account of shoals and the long, narrow, entering channels.

PETER McKELLAR.

April, 1874.

EXTRACT FROM ROSSE'S REPORT ON OUR NORTHERN EMPIRE.

THE ROUTE TO THE NORTHWEST.

Lake Superior may be regarded as the seaboard of the Northwest Territories. It is of itself a great inland Sea, and by means of the Canals of the Dominion, and the Sault St. Marie Canal of the United States, it is accessible during the season of navigation to vessels from the ocean.

It is from this great Lake that routes available, or susceptible of being made so, as lines of communication with the vast unpeopled Territories which have fallen to the lot of the Dominion must, in the first instance, be sought for, and any information regarding these from travellers or others will, doubtless, be acceptable to Canadians.

In looking for a route to the interior, in any country, regard must be had to a harbor which, if such can be found, should be in a place naturally safe and easy of access from the sea on one side, and practicable as a starting point to roads on the other.

These conditions seem to be met with at Thunder Bay, formely the grand emporium of the Fur Companies, and now the starting point of the road to Manitoba—commonly known as the "Dawson Route."

The magnificent Bay is well sheltered, having the peninsula with the high promontory of Thunder Cape to the east, Pie Island to the south, and further out Isle Royale guarding it from the surge of the great Lake. The Bay itself is, however, of such dimensions that a surf rather uncomfortable to small boats sometimes rises within it; but at Prince Arthur's Landing, the place from which the road starts, perfect shelter has been obtained by means of a fine dock recently constructed by the Dominion Government.

Thunder Bay, however, has a rival in Nipegon Bay, a land-locked sheet of water at the northern extremity of Lake Superior, which has also been spoken of as a starting point for a route to the West. It is claimed for it is completely sheltered, as it no doubt is, but it is objected to, on the other hand, that it is shallow (the *Paye Plat* of the Voyageurs) so intricate as to be impracticable of navigation to sailing vessels without the aid of a Tug. and so completely land-locked as to assume the character of a small inland lake, freezing a month earlier than Thunder Bay in the fall, and remaining a fort-night or three weeks longer covered with ice in the spring. Last spring was an unusually cold one, and it is claimed for Thunder Bay that it was open the first week in May, while Nipegon was locked up with ice till the 23rd.

The Steamers, it is said, navigate Thunder Bay all through November, while Nipegon Bay is closed with the first cold weather—and finally, that Thunder Bay is easy of access to sailing vessels at all times.

THE THUNDER BAY ROUTE.

(FROM THE MANITOBA GAZETTE.)

As the season advances, the attention of the public is again naturally turned to the subject of routes by which we can move ourselves and our goods the cheapest to and from this Province. To this end steps have already been taken to place another line of steamers upon the Red River, in order that—competition being the life of trade—the present exorbitant passenger and freight tariffs may be reduced to something fair and reasonable. Still, this can at best be only a temporary expedient and makeshift. the hopes of the people naturally turning to the day when merchandise of all descriptions can be brought speedily and expeditiously through our own territory, and to this end all eyes are anxiously looking for the efficient utilization of the Thunder Bay Road. The Government scheme, as at present propounded to us, is assuredly the quickest and cheapest, notwithstanding the great exception that has been raised to it in certain quarters, where, perhaps, it might have been least expected. We propose, however, to prove our assertions by a few facts and figures; but, while doing so, do not let it be imagined that we are in favor of the available water communication being the *ultimatum* for all time to come, but we give the Government credit for being honest when it states that the water stretches will be used only to meet present pressing necessities, and that the construction of the railway will be proceeded with as fast as circumstances will allow. By going into the scheme a little in detail, we will the better be able to arrive at an estimate of how and where the Government expects to effect a saving at the cutset; and though many maintain that canalling, etc. is only money thrown away and extra expense, if it is the intention to build the railway also, still, it cannot fail to be observable to any thinking man, not blinded with

prejudice, that the money spent in this manner will not be capital sunk or lost, but pay a good dividend on the expenditure. However, it is not our intention just now to show in what manner it is so. Everybody knows that water has the advantage over rail in cheapness, and that where speed is not an object, a large amount of freight will always be sent in that manner. It is the intention at present to have two railroads on the Thunder Bay route, one of about 40 miles between Lake Superior and Lake Shebandowan, and one of 90 miles between the North-West Angle and Winnipeg. The former will be over very rough ground with difficult grades, and its least average cost may be set at that of the general cost of railroads in Canada, say $40,000, making its entire probable cost $1,600,000. In regard to the line between the Lake of the Woods and Fort Garry, it will pass over level ground, in the highest degree favorable for the construction of a railroad--an alluvial plain country, where the bridging and grading required will be unusually little. Some low embankments in shallow swamps, with hard bottoms, will, however, be required, and its total cost per mile may be safely set down at $30,000: equal to $2,700,000 for the entire distance of 90 miles. The two railways at either end of navigation, would thus involve an outlay of $4,300 000. Then we have 311 miles of water stretches that require to be improved by locks and dams; the total fall in the whole distance, as ascertained by surveys, is about 450 feet, of which 430 feet has to be provided for by lockage, the balance being accounted for in the current of Rainy River and other parts. The following are some statistics showing the approximate cost per foot lift of some of the cheaper canals in the United States, including dams and all expenses connected with the original construction:—

New Hampshire & Merrimac	$1,173
Delaware & Hudson	1,827
Morris Canal (New Jersey)	1,939
Cincinnati & Dayton	2,485
Philadelphia & Reading	4,098

Therefore, if $2,500 per foot lift is allowed as the cost for the work under contemplation, it should be an ample allowance, covering the excavation necessary for the lock-beds, crib-work approaches, dams, &c., and would make the entire cost of the lockage at $1,200,000. Allowing for other excavations not included in the above, about $210,000, we have a total of $1,500,000. This, with the railway connections already spoken of, gives the total cost from Lake Superior to Fort Garry at $5,800,000. Thus we see that the construction of a railway the same distance of 441 miles (it would probably be much longer) at say $35,000 per mile, would cost $15,435,000, so that the saving at the lowest estimate may be set down at $9,635,000.

Now, we observe by a statement clipped some little time ago from the *Moorhead Star* that the number of pounds received at that point during 1873 for Manitoba was over 14,823,565 lbs., also by a freight bill before us, we see that the rate is $2 90 per cwt. from Duluth. Now, suppose all that freight came by Thunder Bay, as undoubtedly it would if the facilities provided were equal to it, and that the tariff were only half what it is from Duluth, that is $1 45 per 100 lbs., we should get a return of $214,941 70, which would be very nearly five per cent. on the money expended. Now, that is the amount of freight that can be depended upon, and is surely very good encouragement for the prosecution of the work, for if it is known that there is traffic to that amount already, it may be relied upon that it will not decrease, but will double and treble in a very short space of time to keep up with the rapidly growing requirements of the country.

Supposing a scheme of railroad and canal, as above indicated, to be carried out, the transport of heavy freight, according to McAlpine's scale,

which is generally adopted, would be nearly as follows from Toronto to Fort Garry:—

94	miles railroad, Toronto to Collingwood, at 12½ mills a ton per mile	$1 18
534	miles by lakes, from Collingwood to Fort William, at 2 mills a ton per mile	1 07
40	miles by rail from Fort William to navigable waters of interior section at 17 mills a ton per mile	0 68
311	miles lake and river navigation, from terminus of Lake Superior Railway to North-West Angle Lake of the Woods, at 4 mills a ton per mile	1 25
90	miles rail, North-West Angle to Fort Garry, at 15 mills a ton per mile	1 35
1,069	Total cost	$5 35

The distance from Toronto to Fort Garry, by way of Detroit, Chicago and St. Paul, is 1,572 miles, and supposing the railway communication to be complete, the cost per ton, reckoned at 12½ mills per mile, would be $19 65. Nothing could show more clearly the vast superiority of the Canadian line in point of natural advantages.

It will be very easy for the mercantile man to see from these figures what he is yearly losing by being compelled to freight through the United States, and the scheme that will relieve him the quickest from this incubus is the one that demands his support. If he has to wait till the whole railroad is finished, it will be some years yet before cheap freights can be looked for; but if, on the other hand, the Government scheme be carried out, almost immediate relief will be felt, and the railroad in its entirety will not be hindered a day.

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